

INFORMATION REPORT

COUNTRY East Germany
 SUBJECT Warnow Shipyard in Warnemuende

DATE DISTR. 15 October 1953

NO. OF PAGES 4

PLACE ACQUIRED **25X1A**NO. OF ENCL'S
(LISTED BELOW)

DATE OF INFO

SUPPLEMENT TO
REPORT NO. **25X1A**

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES. PURSUANT TO THE MEANING OF TITLE 18, SECTION 700 AND 18 U.S. CODE, AS AMENDED, ITS TRANSMISSION OR REVELATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. THE REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

25X1X

1. The 1953 targets for the Warnow Shipyard set by the Amt fuer Reparationen (Reparations Office) in East-Berlin included

Type of Vessel	Date of Delivery	Remarks
65-meter river passenger vessel		
Ship 1	15 August 1953	
Ship 2	30 August 1953	
Ship 3	15 September 1953	
Ship 4	25 September 1953	
Ship 5	30 September 1953	
Ship 6	5 October 1953	
Ship 7		to be completed 98 percent by 31 December 1953
Ship 8		to be completed 12 percent by 31 December 1953
Coal-carrier		to be completed 8 percent by 31 December 1953
Floating dock (2,500 GRT)	30 November 1953	This floating dock can be enlarged to a capacity of 7,500 GRT according to a Soviet system providing for additional sections.

CLASSIFICATION **SECRET** 25X1A

STATE	✓ X	NAVY	✓ X	NSRB	DISTRIBUTION						
ARMY	✓ X	ARM	✓ X	FBI							

SECRET/

- 2 -

25X1A

[Redacted]

Type of Vessel	Date of Delivery	Remarks
Lightvessel	31 December 1953	No details available
Tanker	31 December 1953	No details available
Harbor launch 1	III quarter of 1953	For shipyard service
Harbor launch 2	III quarter of 1953	
Harbor launch 3	III quarter of 1953	
Harbor launch 4	IV quarter of 1953	

2. The definite price for reconditioning the SOVIETSKI SOYUZ was fixed at 103,000,000 eastmarks. This sum did not include the price for bedding, crockery and certain equipment for the crew which were planned to be obtained from the USSR and to be paid for by West Germany. One of the German engineers responsible for this ship stated that SOVIETSKI SOYUZ was to be equipped with "unimarrowable luxury" (sic), far exceeding that of the former Isayev ships. For example, the ceilings of the banquet hall and music room were to be decorated with genuine gold leaf and the cabin walls and built in wardrobes were to be made of Canadian and Australian wood. Abrasions on the walls and scratches on the doors of the cabins just completed were, however, daily occurrences, although there was a 60-man guard aboard to prevent any kind of sabotage.

3. A new shipbuilding shop, about 200 meters long and 100 meters wide has been in operation at the Wernew Shipyard since October 1952. River passenger vessels 1 and 2 were under construction in this shop in early 1953. According to the investment plan, four traveling cranes, four slewing cranes for plate-straightening rollers, two of which of 2-ton lift capacity and two of 3-ton lift capacity, and a 1.5-ton freight elevator to the mold loft were scheduled to be installed and put into operation during the period from April through June 1953. These targets cannot be met. Another fifteen 1.5-ton slewing cranes were scheduled to be erected during the period from July through September 1953.

4. The 1953 investment program for the expansion of the shipyard included:

Designation	Date of Completion	Remarks
Galleyway 1	15 May 1953	
Galleyway 2	15 November 1953	
Building slip 3	31 July 1953	
Building slip 4	30 September 1953	
Outfitting shop 101	30 June 1953	to be completed exclusive of ventilators
Outfitting shop 104	30 June 1953	Completion without ventilators
90 meters of quayage	31 July 1953	

SECRET/

S. CREST/

25X1A



Project	Date of Completion	Remarks
New storage building	31 October 1953	Completion of first building scheme. The magazine is for the storage of flanges and mechanical gear.
Examination of boiler-rooms.	15 November 1953	
Construction of new, No 3 transformer station	30 September 1953	
Roofing of plate strightening rollers	20 July 1953	These rollers previously stood in the open.
Facing the embankments of Nos 3 and 4 slipways	15 July 1953	
Stand-by heating plant house for shipbuilding shop	30 September 1953	Excavation work started recently.
Construction of road to shipbuilding shop on the premises of the shipyard	31 May 1953	
Road to outfitting shops 10M and 10G	10 August 1953	
Track-laying to shipbuilding shop	15 October 1953	
Sewers to shipbuilding shop	31 December 1953	
Low wooden buildings for dealers	30 May 1953	
Flame plant	30 June 1953	
Conversion of carpenters' shop for use as light metal building shop		This conversion proved necessary, as the stocks of timber were entirely exhausted. The retraining of the carpenters for light metal work began in September 1952.
Reconstruction of drilling and milling shop at the work shop	from July to and including September 1953	2

2. Kreeg (fmu), production manager at the Wismar Shipyard, who fled to West Berlin on 1 May 1953, was succeeded by Junghans (fmu) previously chief technologist at the yard. He was no longer called production manager but was renamed operating manager. He had been a machinist.

S. CREST/

FOR T/

25X1A

25X1A 1. [redacted] Comment. The coal carrier, which was scheduled to be completed 100 percent by 31 December 1953, probably is the 10,000-ton ore and coal carrier whose design was ordered from the Project and Design Office in North Korea in late April 1953. [redacted]
Unconfirmed information indicated that the ship was destined to mark a delivery date between June and September 1953.

25X1A 2. [redacted] Comment. The investment program mentioned in para graph 4 was first planned to be completed by 31 December 1953. The targets were later set at earlier dates, presumably to expedite the expansion of the Nampo Shipyard.

8-27-77